

CALL THE BALL

The Newsletter of the 130th Composite Flight

<http://www.mnwg.cap.gov/farmington>

SEPT 2000

mlong30965@aol.com



From the DCOC J. Craswell:
With my new job comes many new duties. One that needs some tune up is one of teaching "respect." We have a good object lesson on this topic in regards to Respect & Coach Bobby Knight: Reports of a student yelling "Hev KNIGHT! Whasup?" and being taken by the arm and told "Son: you call me

either Coach Knight or Mr. Knight." have the news folks abuzz. Why? To most rational people this is simply a matter of proper respect. In CAP Cadets do not refer to ranking cadets as Hev Smith! Or Whasup Jones. Sgt. Smith or Airman Jones deserve your respect even if your personal opinion falls short of awe. Likewise these rules hold true when addressing Senior Members. The only exception is in private and only if invited to do so. Outside of Civil Air Patrol you can decide to use a less formal approach but I suggest you don't do it. Naturally this holds true for senior members. Cadets are not "Jimmy" or "Hev Kid" but Sgt. Smith or simply Sgt. Try to use the persons name. Being called Captain is better than Hev Joe but the proper address is Captain Johnson. Last - while this has not been a problem, I will remind you that being rude and disrespectful on purpose has no place in our organization and will not be tolerated. Manners do need to be learned as they are sadly lacking in most of the general population.
*Civilians - Mr Smith NOT Hey Smith!
And this includes your teachers and adult friends of your parents!
NCOs - Sgt Jones NOT Jones or Bill.
Flight Officers - Mr Jackson.
When in doubt Sir or Madam is a good choice.*

GLIDER GROUND SCHOOL DETAILS

Two-Day Glider Pilot Classroom Groundschool
Where: The Glider Pilot Classroom Groundschool is conducted at Faribault Airport, Faribault, MN.
When: Saturday, September 30, 9 AM to 5 PM and Sunday, October 1, 9 AM to 5 PM.
Cost: Tuition is \$99 per person. Books extra. Inquire.
Reservations required. The groundschool invariably fills to capacity. Call Bob Wander (952) 920-1804 or email him at Soarbooks@aol.com for information about how to reserve your seat. Thanks and safe soaring. Bob Wander
Directions to Faribault Airport: Take I-35 southbound from the twin cities metro area. Exit on highway 21, then go west approximately 1,000 yards. Turn into the airport driveway, and park in the large parking lot behind the main terminal building (the largest building on the airport). Come on in and walk upstairs to the groundschool classroom.



Lots of Cool Airplanes at the RV Fly-In!

2000 GLIDER GROUND SCHOOL SYLLABUS

- 1 Introduction. Course goals and methods. Aerodynamics. SFM: Chapter 1. JOS: 1-13: 144-154.
- 2 Performance considerations and flight instruments. SFM: Chapters 2 & 3. JOS: 15-26: 63-64: 119-121. Weather for soaring. SFM: Chapter 4. JOS: 87: 106-107: 121-122.
- 3 Federal aviation regulations. SFM: Chapter 6. FARs. Aeronautical Information Manual. Airspace. SFM: Chapter 7. ATM.
- 4 Navigation and chart use. SFM: Chapter 8. JOS: 86-87. Soaring computations. SFM: Chapter 9. JOS: 89-94: 136-137.
- 5 Aerotows, ground launches. SFM: Chapters 12. 13. JOS: 27-47: 138. Flight maneuvers and traffic patterns. SFM: Chapter 14. JOS: 15-26: 48-58: 65-68.
- 6 Medical factors for soaring pilots: personal equipment: preflight and ground operations. SFM: Chapters 5, 10, 11. JOS: 13-15: 63-73: 118: 127-130: 133- 134. Soaring techniques, cross country soaring. SFM: Chapters 15, 16. JOS: 73-116: 139-142.
- 7 Course summary and conclusion.

MINNESOTA WING RAD 111 ROUTINE 062250z
SEPTEMBER 2000

FROM: VOLLEY BALL COMPETITION PROJECT OFFICER
TO: ALL PERSONNEL MINNESOTA WING

It is time to think about the Volley Ball Competition. The date of the competition is 21 October 2000, and will start at 10:00am and is expected to run until about 1500. We are planning on using the Sauk Rapids High School facilities again this year. The per team cost will be \$15.00. Registration for the competition must be received at Wing HQ by 2 October 2000. There will be a CAC meeting after the Comp. Check out the latest information on the MN Wing Web Page.

When Correction is needed. We all make mistakes and it is the job of our Cadet NCOs. Senior staff members to correct them. Praise is done in public. Correction (to an individual) should be done in private.